

United States Department of the Interior
Heritage Conservation and Recreation Service

B- 4092
MAGI # 0440922614

For HCRS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic The Gandy Belting Company Building

and/or common The Gandy Belting Company Building

2. Location

street & number 726-734 West Pratt Street n/a not for publication

city, town Baltimore n/a vicinity of congressional district Third

state Maryland code 24 county Independent City code 510

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Hutzler's Attn: Robert S. Ehmann, Vice President

street & number 222 North Howard Street

city, town Baltimore n/a vicinity of state Maryland 21201

5. Location of Legal Description

courthouse, registry of deeds, etc. Records Office, Room 601

street & number Baltimore City Courthouse

city, town Baltimore state Maryland 21202

6. Representation in Existing Surveys

title Maryland Historical Trust
Historic Sites Inventory

has this property been determined eligible? ☐ yes ☒ no

date 1984 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state Maryland 21401

7. Description

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Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date n/a

Describe the present and original (if known) physical appearance

Number of Resources

Contributing

1
0
0
0
1

Noncontributing

0 buildings
0 sites
0 structures
0 objects
0 Total

Number of previously listed
National Register properties
included in this nomination: none

Original and historic functions
and uses: commercial

DESCRIPTION SUMMARY:

The Gandy Belting Company building is a brick masonry bearing-wall loft structure, located at the northeast corner of Pratt and Fremont Streets, seven blocks west of the center of Baltimore City. It was built in five sections. The sections built in 1888, 1890, and 1908 are four stories in height. The remaining two sections, built in 1908-1911 and 1911, are five stories in height. The first (1888) section to be built fronts on Pratt Street near the southeast corner of the lot. The succeeding sections were added in a clockwise ring, which encloses a small court, about twenty-two feet wide by sixty-eight feet long. The south, west, and north facades generally conform to their respective street lines. Fremont Street, on the west, is at an angle to the orthogonal city grid, making the building trapezoidal in plan. The east facade sets back approximately thirty-three feet from the property line to make room for a loading dock. The south and west facades of the building, fronting on Pratt and Fremont (now Martin Luther King, Jr.) Streets, respectively, are ornate. These facades are of a high-fired molded brick which is corbeled below the parapets to form a continuous cornice. This brick cornice is bracketed on the 1888 and 1890 sections and dentiled on the 1908 section. The Pratt Street facades of the 1888 and 1890 sections are nearly identical, each having three groups of three window bays. A low pedimented parapet over the central group in each section is inscribed, on an inset stone plaque, with the year of construction. This lends a Victorian flavor to the structure. At ground level, each of the two sections has a round-arched central vehicular opening, flanked by a pair of segmental-arched openings. Window sills and heads on these facades are of rusticated stone.

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Continuation sheet Gandy Belting Company Building Item number 7 Page 1
Baltimore City, Maryland

GENERAL DESCRIPTION

The Gandy Belting Company building is a brick masonry bearing-wall loft structure, located at the northeast corner of Pratt and Fremont Streets, seven blocks west of the center of Baltimore City, Maryland.

It was built in five sections. The sections which were built in 1888, 1890, and 1908 are four stories in height. The remaining two sections, built in 1908-1911 and 1911, are five stories in height.¹ The first (1888) section to be built fronts on Pratt Street near the southeast corner of the lot. The succeeding sections were added in a clockwise ring, which encloses a small court, about twenty-two feet wide by sixty-eight feet long. The court has been roofed over (after 1915) at the first floor level.

The south, west, and north facades generally conform to their respective street lines. Fremont Street, on the west, is at an angle to the orthogonal city grid, making the building trapezoidal in plan. The east facade sets back approximately thirty-three feet from the property line to make room for a loading dock. This is served by a spur of the B&O Railroad's main track on Pratt Street (1831, paved over in 1972), which enters the boiler room of the building.

The south and west facades of the building, fronting on Pratt and Fremont (now Martin Luther King, Jr.) Streets, respectively, are somewhat ornate. These facades are of a high-fired molded brick which is corbeled below the parapets to form a continuous cornice. This brick cornice is bracketed on the 1888 and 1890 sections and dentiled on the 1908 section. The Pratt Street facades of the 1888 and 1890 sections are nearly identical, each having three groups of three window bays. A low pedimented parapet over the central group in each section is inscribed, on an inset stone plaque, with the year of construction. This lends a Victorian flavor to the structure. At ground level, each of the two sections has a round-arched central vehicular opening, flanked by a pair of segmental arched openings. Window sills and heads on these facades are of rusticated stone.

The west facade of the 1908 section, facing Fremont Street, has five full-height triple-width window bays. These bays are headed by segmental arches, the lowest courses of which are set back to match reentrant corners at the jambs. The other (north and east) facades are plain. Windows on these facades are headed by segmental arches. All of the openings on the south and west facades have been blocked up or covered by metal grills. The remaining fenestration, on part of the north and east facades and in the open court, is three-over-three metal or metal-clad sash, some of which is double-hung and some of which is pivoting.

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GENERAL DESCRIPTION (continued)

The brickwork on the principal facades is in running bond. On the other facades and in the central court, common bond is used. What little of the building's foundations are visible are of granite, perhaps from the yard of Matthew Gault and Sons which occupied the lot just east of the Gandy Belting Company's site, at the corner of Pratt and Penn Streets, from 1832 until the early 1890s.² There is no basement. The ground level is concrete slab-on-grade throughout. The floors are all wood plank on timber except in the section built in 1911. There, the first and second floors are brick arch and the third and fourth floors are of reinforced concrete supported on the bottom flanges of steel I-beams.

The roofs are also of plank-on-timber construction except for the 1911 section which is reinforced concrete. The original roofing material, as shown on a 1915 insurance drawing was tin sheet on the 1888 and 1890 sections, slag on the 1908 and 1911 sections, and asbestos roofing on the 1908-1911 section. All of the roof sections drain toward the open central court. The same drawing shows two cylindrical water tanks, of 20,000 and 33,000 gallons, on round-arched brick towers above the roof. These tanks fed the sprinkler system, which was probably installed after the Great Baltimore Fire in 1904. One of them has been replaced by a modern cooling tower. The tanks were painted with the name, "the GANDY Belting Company." The weathered remains of these inscriptions are still visible on the remaining tank.

Two twin boiler units are housed in a boiler room in the northeast corner, which is partially beneath the 1911 section of the building, and which extends an additional thirty-three feet to the east property line, where it abuts Baltimore Gas and Electric Company's Penn Substation. In the extreme northeast corner is an eight-foot-square brick smokestack which rises vertically for some distance, above which its walls are battered. The smokestack was extended, apparently at the time of the construction of a six story warehouse (1914) across narrow Lemmon Street to the north. There is a vertical notch in the north corner of the west face of the smokestack, extending to just below the point at which the walls are battered, the purpose of which is unknown.

A stair tower is located in the building's interior between the 1888 and 1890 sections. Other stair towers are located at the northwest corners of the 1890, 1908, and 1908-1911 sections. An iron-clad stair tower outside the structure is located at the northeast corner of the 1911 section. Three original elevator shafts, including one with openings on all sides, are still in place. Two of the elevators are operable, but the vintage of their machinery is unknown. The interior of the building is entirely open on all floors, and all of the Gandy Company's machinery has been removed. The heating system, apparently original, consists of "harps," or branches of uninsulated steam piping, running along the underside of the floor decks.

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Continuation sheet Baltimore City, Maryland

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GENERAL DESCRIPTION (continued)

A neighboring six-story warehouse building (1914) on West Lombard Street was also built by the Gandy Belting Company, apparently as a speculative development, but was never occupied by them. Its tenant from the time of completion until 1929 was the Morton Samuels Shoe Company, maker of Newark brand shoes.

The manufacturer changed its name to Newark Shoe Company in 1930, but was out of business by 1931. This building is not included in the nomination, although it was subsequently linked to the subject building by a sheet-iron-clad bridge across Lemmon Street at the second, third and fourth levels above ground. This connection was probably planned for the eventual expansion of Gandy Gelting, since the floor levels of the two buildings are exactly alike. However, the bridge does not appear on a 1915 insurance drawing, while an adjoining iron-clad stair tower above the boiler room does appear.

8. Significance

B-4092

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1888-1911 Builder/Architect unknown

Statement of Significance (in one paragraph)

Applicable Criteria: A, C
Applicable Exceptions: none
Level of Significance for Evaluation: local

SIGNIFICANCE SUMMARY:

The Gandy Belting Company, (1880-1931) which was the builder and original owner (1888-1931) of the subject building, was a transitional development in the history of Baltimore's important textile industry. It adapted the textile technologies of the early and mid-nineteenth century, when sailcloth was the major use for cotton duck, to the manufacture of machinery belting for the transmission of power at the turn of the twentieth century. Its patented belts were once widely known and used around the world. The subject building was an integral part of a clearly defined district of manufacturing and warehouse buildings, most of which are now demolished, extending along the B&O Railroad tracks on West Pratt Street. It is a prime example of the early elevator factories which once ringed downtown, but are now rare.

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HISTORY AND SUPPORT:

Fremont Avenue, originally Cove Street, is the earliest development at the site, dating back into the eighteenth century. It served to bypass Baltimore, connecting the Annapolis Road, to the south, with the Reisterstown Road to the northwest.

The other streets in the vicinity of the subject property, Pratt, Lombard, Penn, and Lemmon (originally King), were laid out under Poppleton's Plan of 1818.

The B&O Railroad's original station at Mt. Clare (ca. 1830) is two blocks further west. By 1831, strap-iron rail in Pratt Street, laid on stone railbeds, connected this terminal with the waterfront. Because of public opposition to steam locomotives being run on the then-residential street, all traffic along this line was horse-drawn until the late nineteenth century.⁵

Due to the proximity of the railroad, industrial firms soon began to locate in Pratt Street. Probably the first of these was M. Gault & Son, stonecutters, who occupied the adjoining property at the northwest corner of Pratt and Penn Streets. This yard, founded as a cooperative in 1830, was responsible for the stone contributed by Baltimore City to the construction of the Washington Monument.² A bird's-eye view from 1889⁶ shows smoke rising from the several industrial buildings at the site, still separated by a short distance from the cluster of industrial buildings at Greene and Paca Streets.

The subject property was originally owned by Joseph and Elizabeth Young.⁷ By 1866 it was owned by the firm of A. W. Field & Solomon, who operated an adjoining oyster packing house at the southeast corner of Lombard and Fremont Streets.⁸ Throughout most of the nineteenth century, however, the tenant appears to have been the Joseph Thomas or Griffith and Thomas Lumber Yard,⁹ a sawmill. An 1876 map shows the corner as occupied by "Germond & Co., m'f'g. of (c) a(b)s & hickory fell(ows)."¹⁰

The story of the Gandy Belting Company begins with William Kennedy (1801-1873). Kennedy, a renowned sea captain by age nineteen, sailed the famous clipper ships out of Baltimore until 1834. Abandoning the sea, he made a fortune in his father-in-law's business (William Jenkins & Sons) and in 1845 or 1846 entered the cotton business. With his contacts in the maritime trade, Kennedy was successful at promoting the sale of sailcloth, and by 1849 was named president of the Mount Vernon Cotton Manufacturing Company of Baltimore.¹¹

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HISTORY AND SUPPORT (continued)

By the 1880's, Kennedy's grandson, Richard Cromwell, also the great-grandson of Samuel Owings of Owings Mills, had inherited the firm. It is a matter of dispute as to whether the Maryland Cromwells are descended from Sir Oliver Cromwell of Hichinbrook, England, uncle of Oliver Cromwell the Protector. A William Cromwell immigrated to Maryland in 1667, taking up land on the Patapsco River at Curtis Creek, in Anne Arundel County. His descendants continued to own hundreds of acres of waterfront adjoining the town of Brooklyn until at least 1890. Richard Cromwell's father, also Richard (1806?-1890), opened a ferry to Baltimore and later built the Light Street Bridge.¹²

By 1880, the sailing industry was in decline, and with it the market for sailcloth. "Maurice Gandy of England,...conceived the idea of making belting out of a modified form of sailcloth which he had for years been selling to ship owners for sails. He exploited a company for carrying out ideas in England, and duplicated that company in America in 1880, locating in Baltimore as the place for manufacturing his belting. In 1886 the company went into the hands of a receiver, and Mr. Richard Cromwell was appointed the receiver. Mr. Cromwell ...conducted the business so successfully that by 1896 he had paid all of its debts with interest, and when in that year it was reorganized, Mr. William K (ennedy) Crowell (1862-1933, son of Richard Cromwell) was elected its president...."¹³

Though little is known of the personalities involved in the design and construction of the various sections of the building, it is likely that the bricks were fired at the Cromwell Brothers Brick Yards (R. Cromwell, Jr. and C. H. Cromwell) at Rossville in Baltimore County, about nine miles from the city. Their product was "a soft-tempered, machine-made brick of the highest quality."¹⁴

There are two types of cotton machinery belting: woven and stitched. The Gandy product was of the latter type, which was said to be the better-wearing of the two. It consisted of a number of laminations of heavy cotton cloth which were stitched together lengthwise while under tension. This type of belt was far cheaper than leather belting, which was the industry standard, and had the advantage of being resistant to hot environments, which caused leather to dry out and crack. Its main drawbacks were its original stiffness, requiring greater tension and reducing efficiency, and its sensitivity to changes in humidity.¹⁵ These defects were to a certain extent corrected by the use of belting dressings, which Gandy sold in later years; and the Gandy's patented (1887) impregnation of the belt with a compound of red oxide which made the belt waterproof and gave it a distinctive bright red color.

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Cloth belting was very heavily used in situations requiring a clean environment, particularly in the textile industry and by the United States Post Office. An 1898 commercial guide relates: "[Gandy's] goods ...have received prizes, medals and first awards wherever they have been exhibited in the world's great expositions, such as that at Berlin, 1879, Chicago, 1893, Hamburg, 1878, Sidney [sic], 1879, Cincinnati, 1880, New Zealand, 1882, Cork, 1883, Tynemouth, 1882, Atlanta, 1881, and Chicago World's Fair."

Another primary use of these belts was in the operation of farm machinery, such as hammer mills to grind grain. Steam engines set at the center of a factory floor might be connected by belt in order to power machinery up to fifty feet away. This type of system had its dangers, and factory workers had to constantly take care to stay clear of the belts.

A 1915 insurance map details the operation of the company: "Magnitude - 160 hands employed 40 men on premises by day, 1 at night. No fire brigade." The ground floor shows offices at the south-east corner of the building, as well as storage of duck, splicing and storage of belting, and shipping. The first floor had oiling and painting machines, rolling and stretching machines, belt drying, and storage of red rolls. The second floor contained the weaving, bobbin winding and stitching areas. The third floor, also weaving, sewing and stitching, as well as folding and a machine and carpentry shop. The partial fourth floor had yarn twistors, yarn storage, and another machine shop.

The factors which contributed to the decline of canvas belting were the perfection of the vulcanizing process, which made rubber belts practical, and the growing popularity of electric motors. On February 16, 1931, ownership of the building was transferred to the W. K. Cromwell Company, a real estate company, which according to a 1930 photograph, was in the process of attempting to sell both the Gandy Building and the Newark Shoe Building. They apparently had little success. The W. K. Cromwell Co. maintained an office in the former Gandy Building, leasing the remainder of the building to other concerns. On August 27, 1946, the Hutzler Brothers Department Stores bought the two buildings, converting them to warehouse facilities, which is the current use.

Built over a thirteen year period, the Gandy Belting Company Building illustrates clearly the changing technology of industrial construction, from heavy timber to reinforced concrete, at the turn of the twentieth century.

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Baltimore City, Maryland Item number 8 Page 7

HISTORY AND SUPPORT (continued)

One other Baltimore company, the M. E. Hooper Company, made similar belts, which were sold under the "Leviathan" label. Apparently only one other similar type of belt, called "Teon," was manufactured in the United States.²¹

Footnotes for Sections 7 and 8

¹ Insurance map "The Gandy Belting Company of Baltimore City" Plan Department of the Associated Mutual Insurance Cos., Boston, Mass.
Dated May 5, 1915, Private Collection.

² The Industries of Maryland: Historical, Descriptive & Biographical, Historical Publishing Company, New York, 1883. p. 304

³ Baltimore City Directory (Polk's) 1915-1931.

⁴ Photograph: 719 W. Lombard St., September 1930
Prints and Photographs Collection, the Peale Museum, Baltimore
Index number MC 7402

⁵ Impossible Challenge: the B&O Railroad in Maryland
Herbert H. Harwood
Barnard, Roberts & Co., Baltimore, 1979. pp 26,182

⁶ Lithograph: "Baltimore in 1889"
Isaac Friedenwald, Baltimore, 1889.
see Maryland Historical Prints, 1752-1889
Lois McCauley
Maryland Historical Society, Baltimore, 1975 p.39

⁷ Baltimore City Tax Assessment Records
Baltimore City Archives
Pleasant Street at Guilford Avenue, Baltimore
Ward 12, 1882: "1 lot N.E. corner of Pratt & Cove Sts. 48 x 175 ft. to Whiskey Alley
1 lot S.S. of Pratt St. E. of Cove St. 10 by 120 ft to alley"
Ward 14, 1858 p. 71: "N.E. cor. Pratt and Fremont Sts.
Elizabeth Young
Lot 47 x 176 to Carpenter Alley widening to 113 feet
Imp B Office & Stable

See Continuation Sheet No. 8

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HISTORY AND SUPPORT (continued)

Footnotes (continued)

7(continued)

William Stinchcomb tenant
Stock, Lumbert & c."

8 Baltimore City Assessment Records

14th Ward - 1866. vol. 2 p. 120:

"Improvements 2 Offices & Stables...

1 2SBD (two story brick dwelling)

2 2SBD on King St., No. 171-173"

9 Baltimore City Tax Assessment Records

14th Ward - 1876.

p. 9: "N.S. Pratt St. betw. Penn & Fremont - No. 434 Pratt

Jos. Thomas

Lot 2 comcg. 86 ft. W. of Penn St.

Lumber Yard 110 x 76"

p.11: "N.E. Corner Pratt & Fremont

Samuel Harrington

Steam Saw Mill...

Imp. 1 2S.B. Shop, Boiler & Engine Room & Sheds...

Imp. Cor. Fremont & King Sts.

1 SS..B. Store & Dwelling...."

10 City Atlas of Baltimore and Its Environs

G.M. Hopkins, Philadelphia, 1876. vol. 1, plate G

11 The Biographical Cyclopedia of Representative Men of Maryland

National Biographical Publishing Co., Baltimore, 1879

pp. 331-332 w/portrait

12 Newspaper clipping: The Baltimore Sun, December 1, 1890

Biographical file, Enoch Pratt Free Library Maryland Room

"Cromwell, Richard -1890"

13 Men of Mark in Maryland

D.H. Carroll and T. G. Boggs, B. F. Johnson, Inc. 1911

vol. 3. pp. 131-135 w/ portrait

14 Baltimore City, Maryland

George W. Engelhardt

Baltimore Board of Trade 1895. p. 152

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HISTORY AND SUPPORT (continued)

Footnotes (continued)

- 15 Transmission Belting and Belt Drives
H. Stuart Jude
Trade and Technical Press, Ltd., London 1947
pp. 126-131
also-
Journal of the Association of Engineering Societies
VOL. 7 number 11, November 1888 pp. 429-430
"The transmission of Power by Belting"
Hoarace B. Gale
- 16 Telephone interview April 26, 1984:
Mr. Joe Holland, Head of Belting Division
C.R. Daniels Co., Baltimore, Maryland
- 17 Baltimore: the Gateway to the South
Mercantile Advancement Co., Baltimore 1898
p. 65
- 18 Baltimore City Tax Records, 1931
- 19 Baltimore City Tax Records, 1946
- 20 "Penn Street Substation Extension"
The Baltimore Gas and Electric News
October 1926, photograph, p. 286
- 21 The Belt Book
Cling-Surface Company
Buffalo, N.Y. 1916
(copy in Library of Congress)

9. Major Bibliographical References

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See Footnotes in Section 8 (Continuation Sheets 7, 8 and 9).

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Baltimore West, Maryland

Quadrangle scale 1:24,000

UMT References

A 1 8 3 5 9 6 4 10 4 13 4 9 6 12 10
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

The property consists of the urban lot upon which the building stands. The property boundaries are illustrated on the attached map.

List all states and counties for properties overlapping state or county boundaries

state n/a code county code

state code county code

11. Form Prepared By

name/title Marc A. Schabb, A.I.A.

organization Goldberg Associates date April 30, 1984

street & number 2645 North Calvert Street telephone (301) 243-4687

city or town Baltimore state Maryland 21218

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

M. A. Schabb

8-2-84

title STATE HISTORIC PRESERVATION OFFICER

date

For NCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register:

Attest:

date

Chief of Registration:

B-4092

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St. Pauls Cemetery

W LOMBARD

W. LOMBARD ST.

Univ. Md.
Admin.
Bldg.

Newark
Shoe Co.

warehouse

ROOF TOP
PARKING

LEMMON

GANDY

BELTING CO.

Baltimore
Gas & Electric
Penn - Substation
ca. 1890

NR
boundary

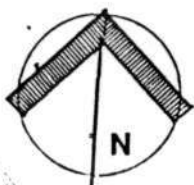
W. PRATT ST.

Ridgely's Delight Historic District

Martin Luther King Jr. Blvd.

FREMONT ST.

PENN ST.



boundary and photograph map

The Gandy Belting Company Building
Baltimore, Maryland

7 = photo number
and direction

B-4092



Gandy Belting
Company Building
Baltimore
Maryland

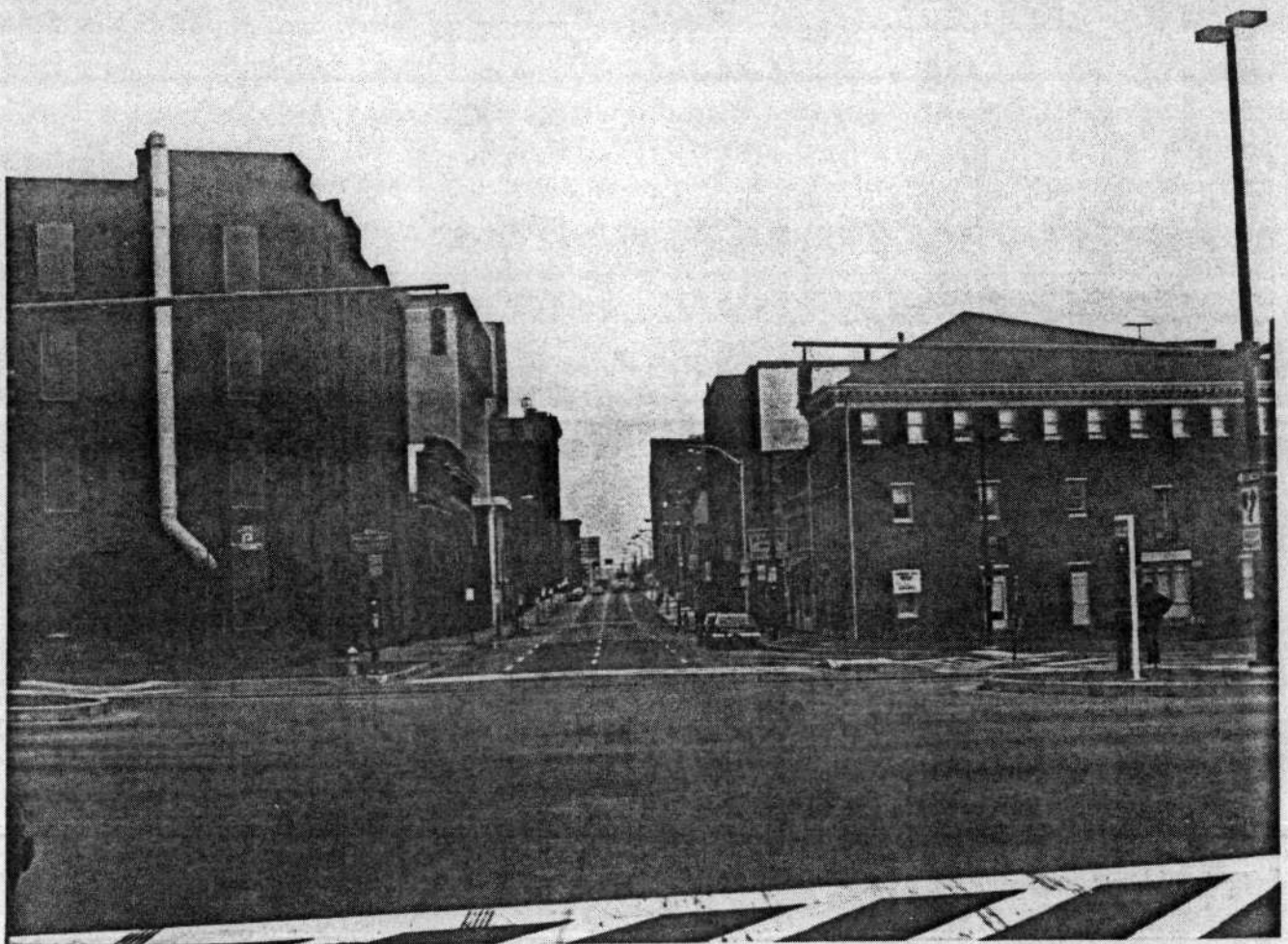
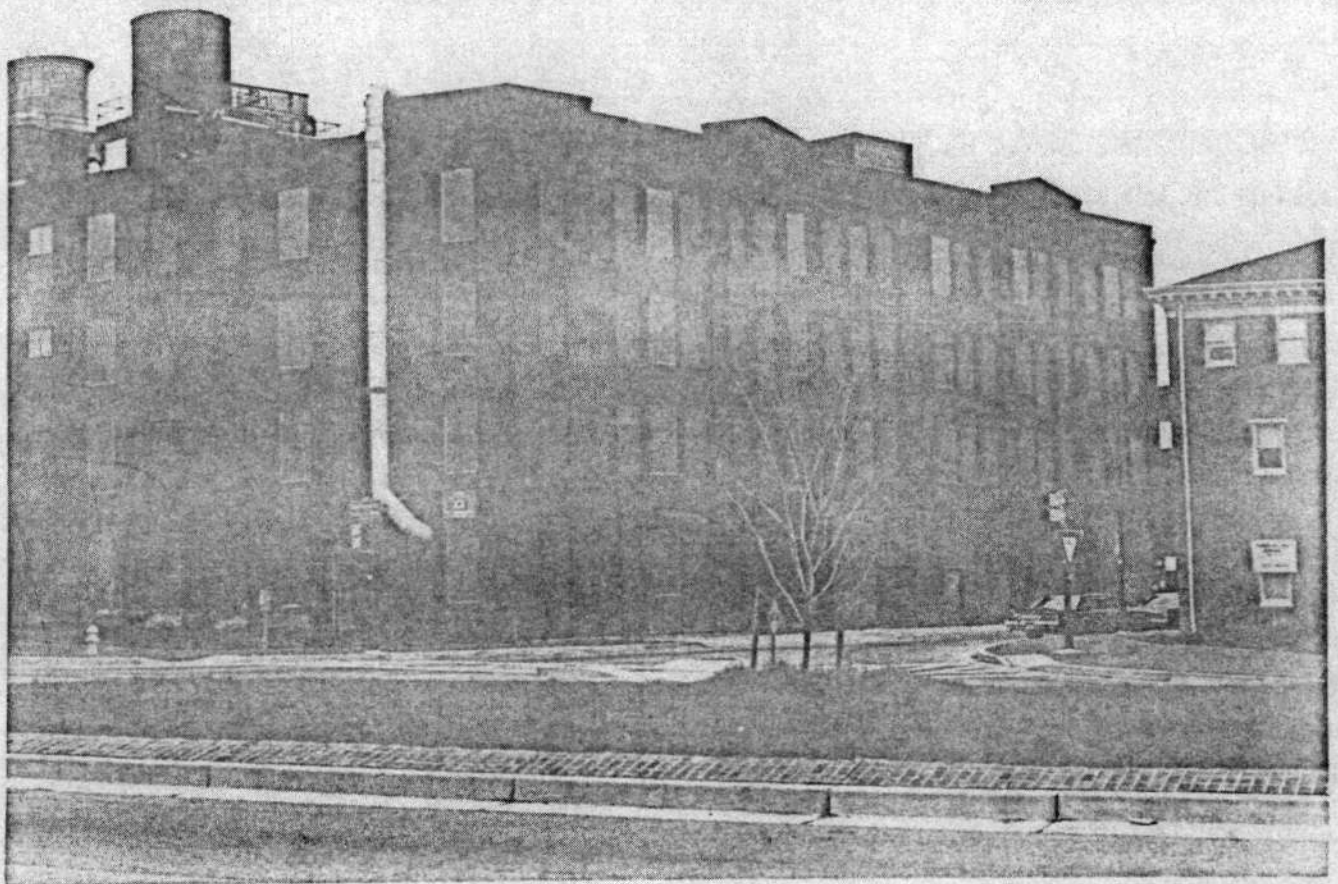
18/359640/4349620

357000m E.

WASHINGTON D.C. 29 MI.

GLEN BURNIE 69 MI.

39°15'
76°37'30"

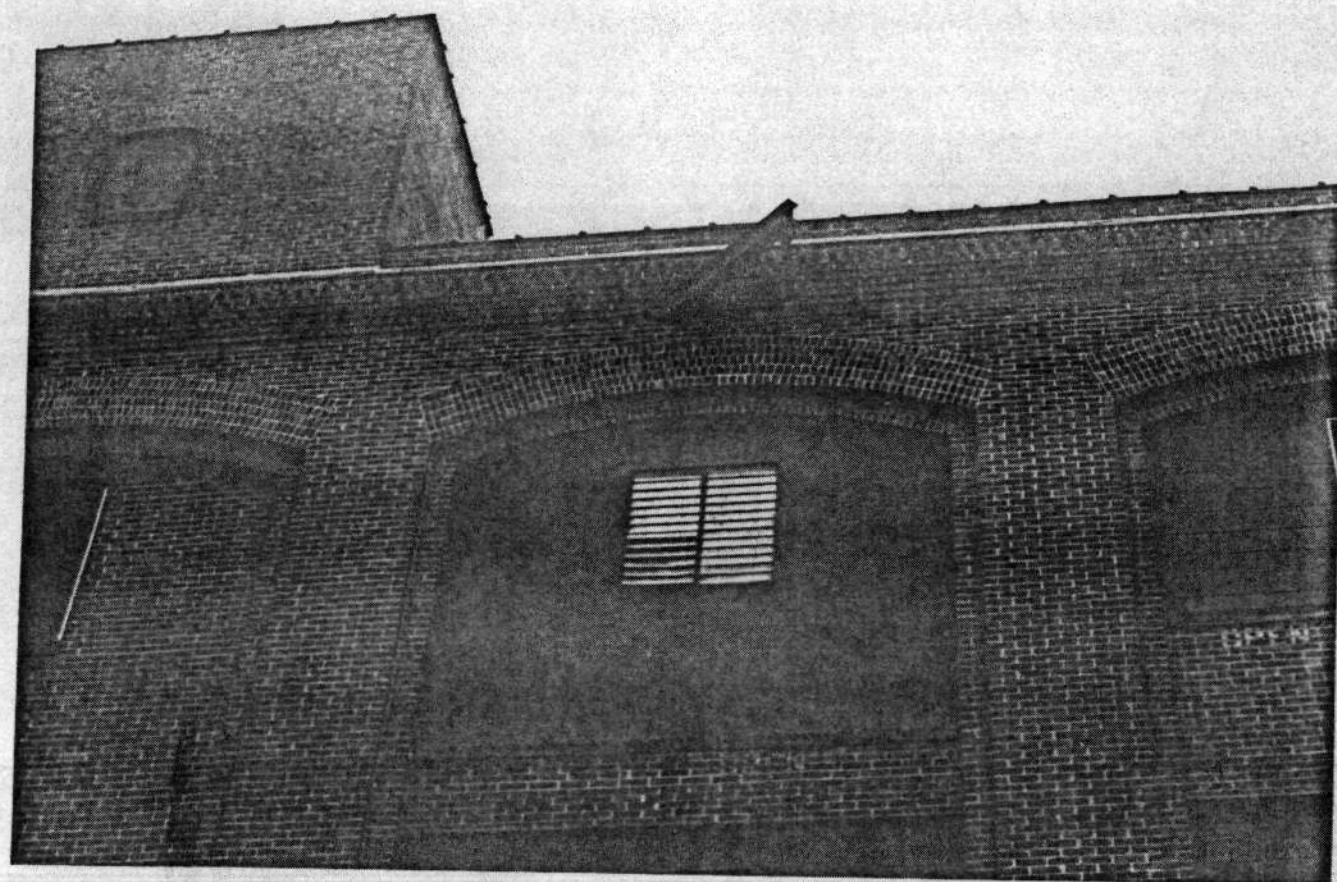
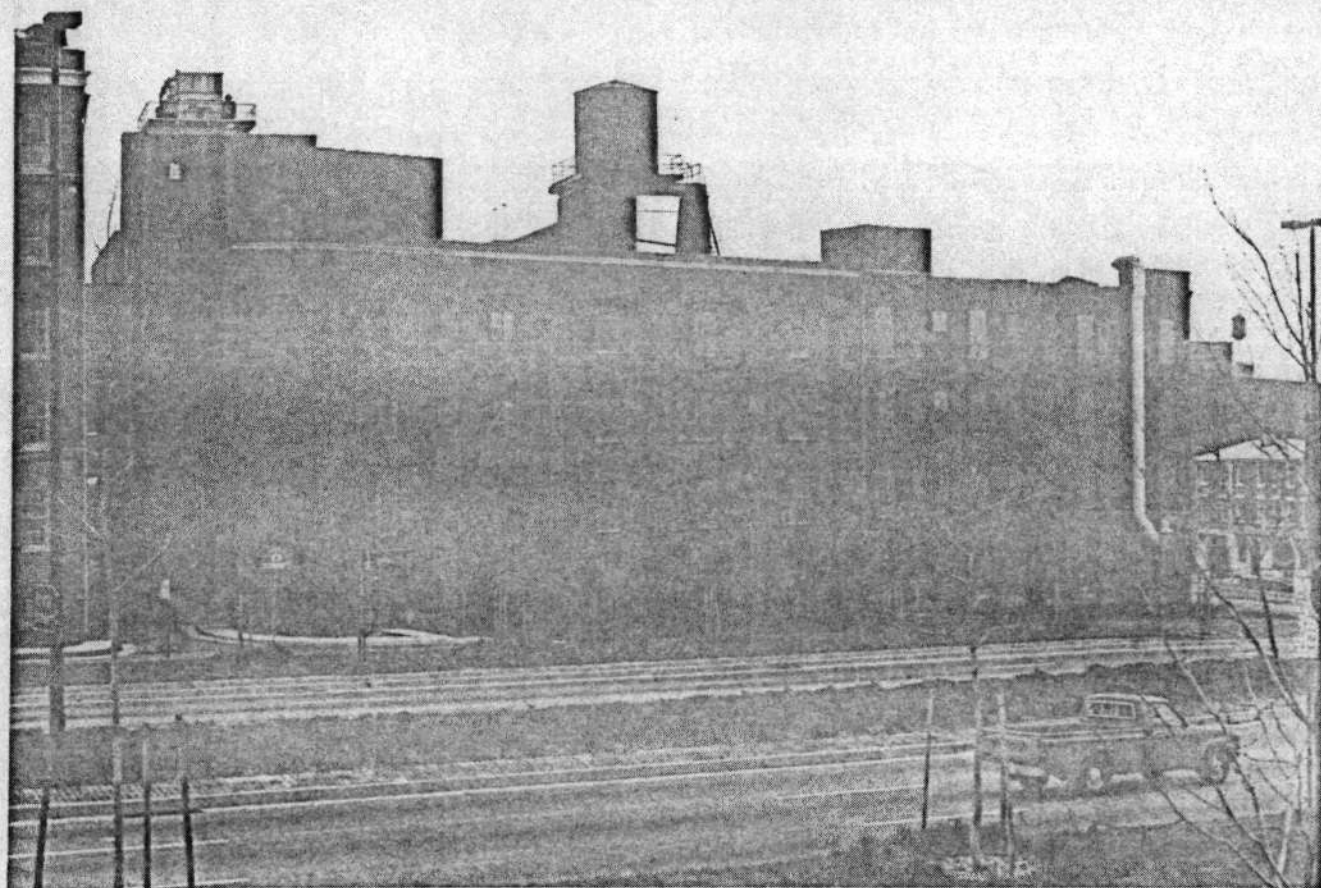


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Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
southwest corner (Pratt & Fremont)
1/18/86

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Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
view east on Pratt St.
2/18/86

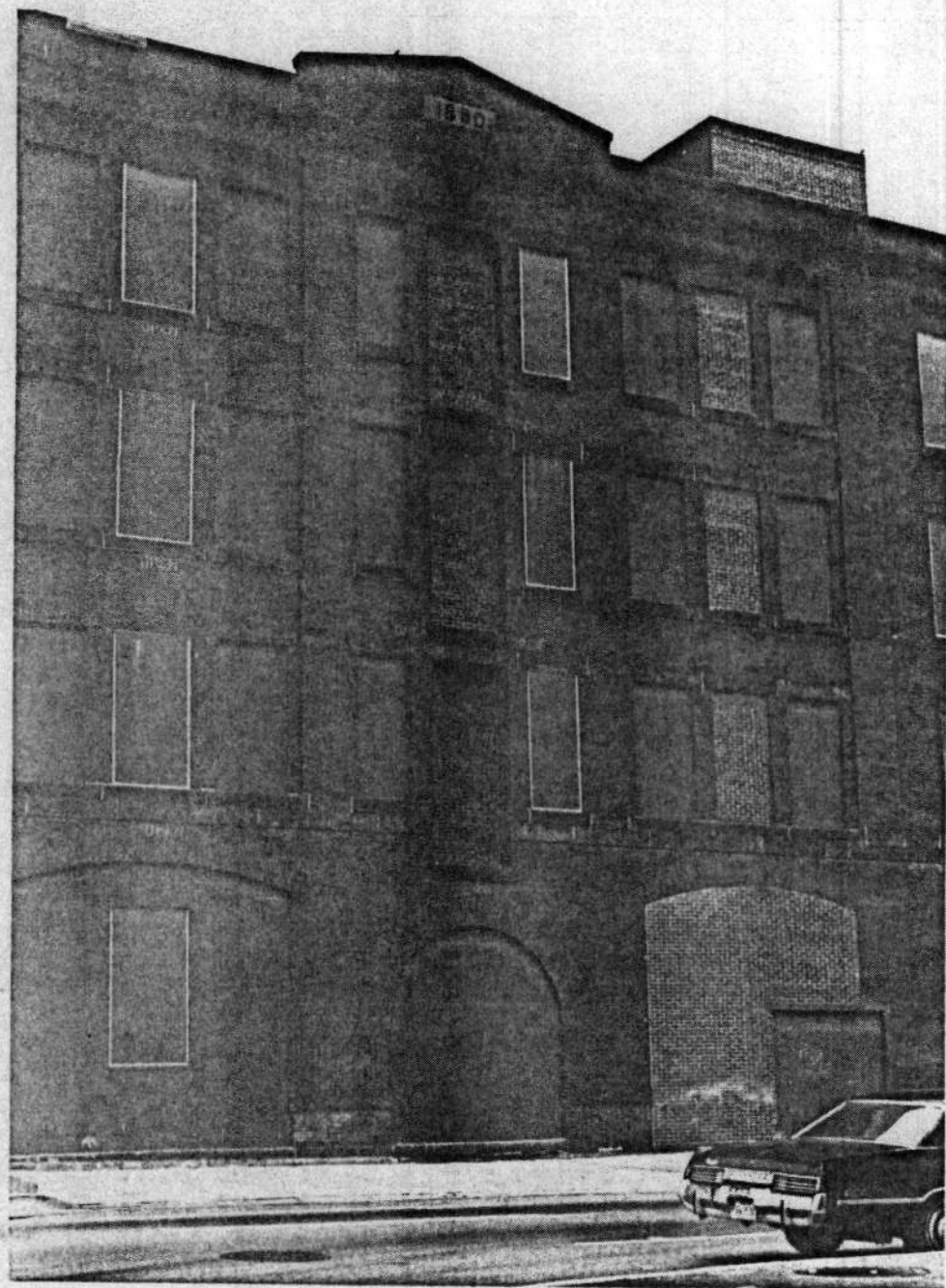
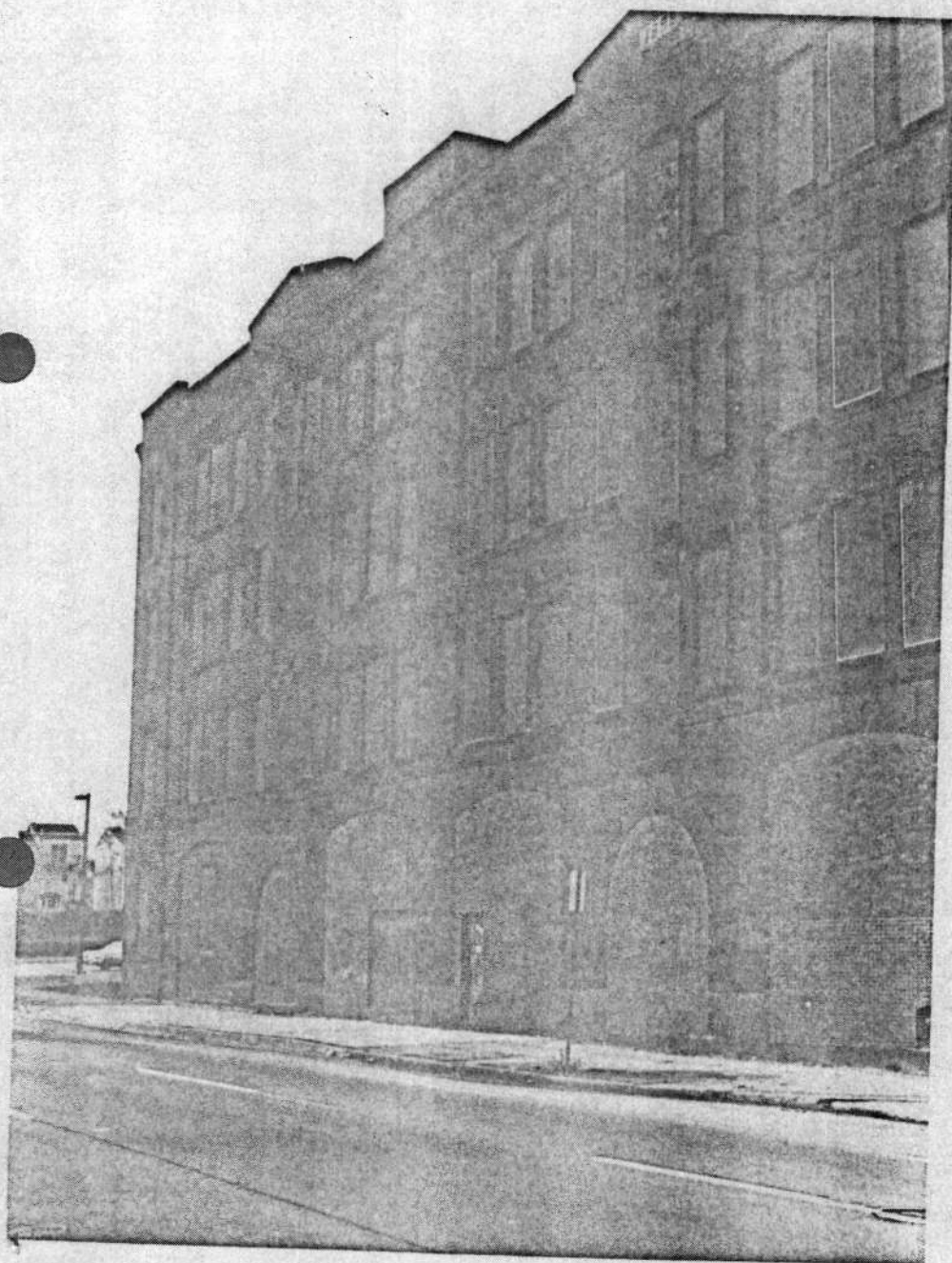


B - 4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
west elevation, Lemmon St. at left
3/18/16

B - 4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
detail, west facade 1908 bldg. showing
4/18/16

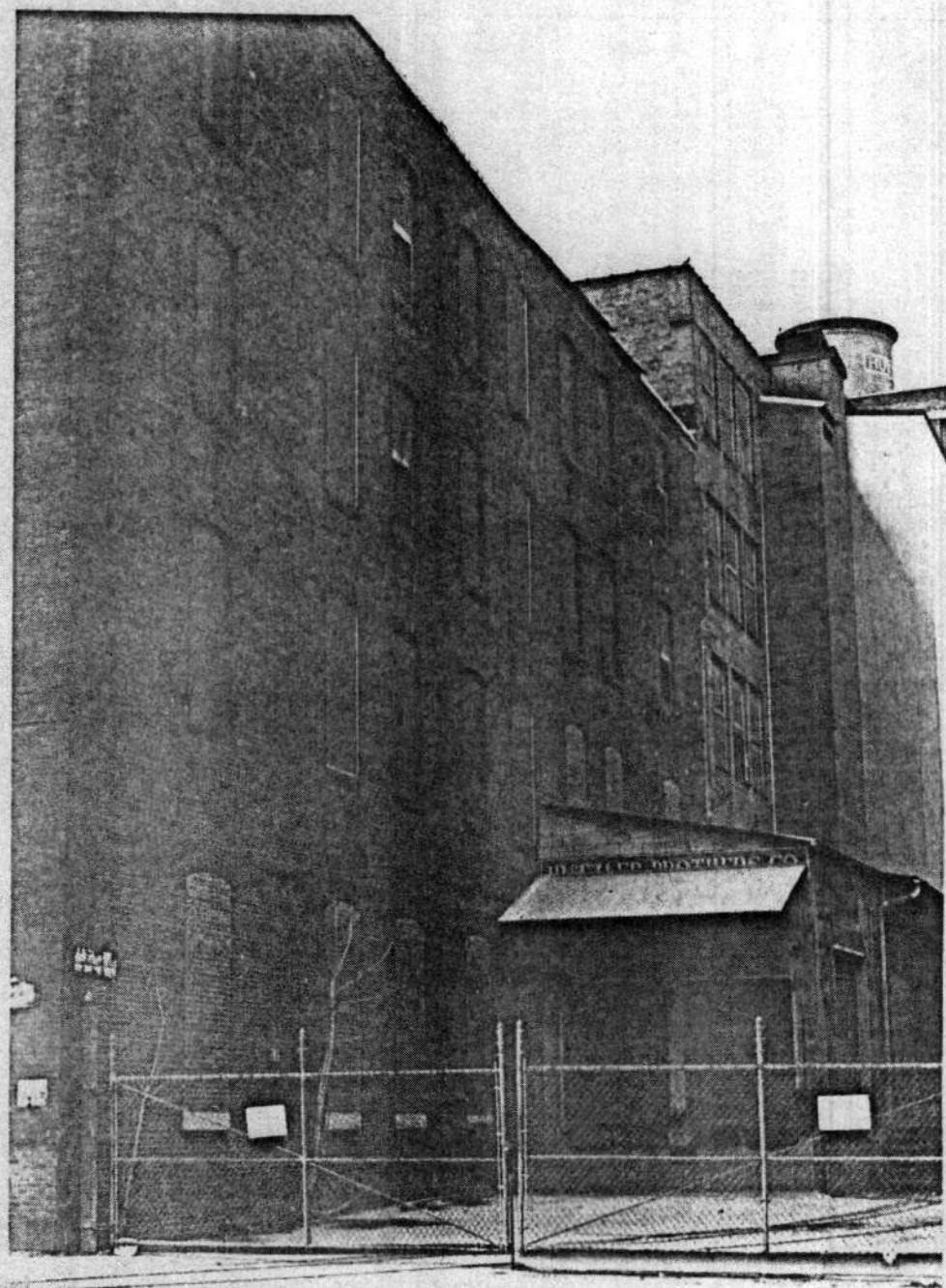
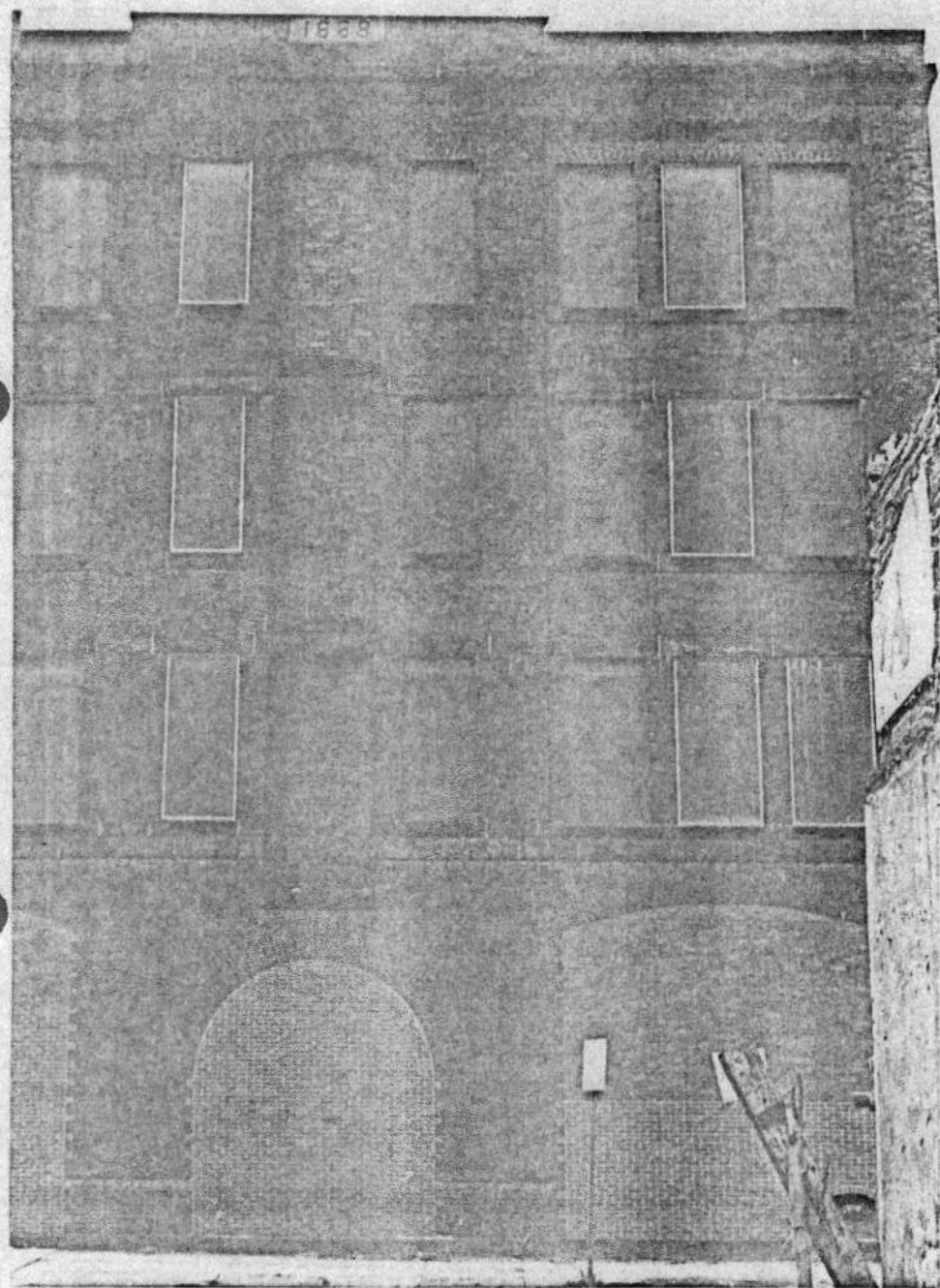


B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
south facade, looking north-west
5/18/86

B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
south (Pratt St.) facade detail
6/18/86

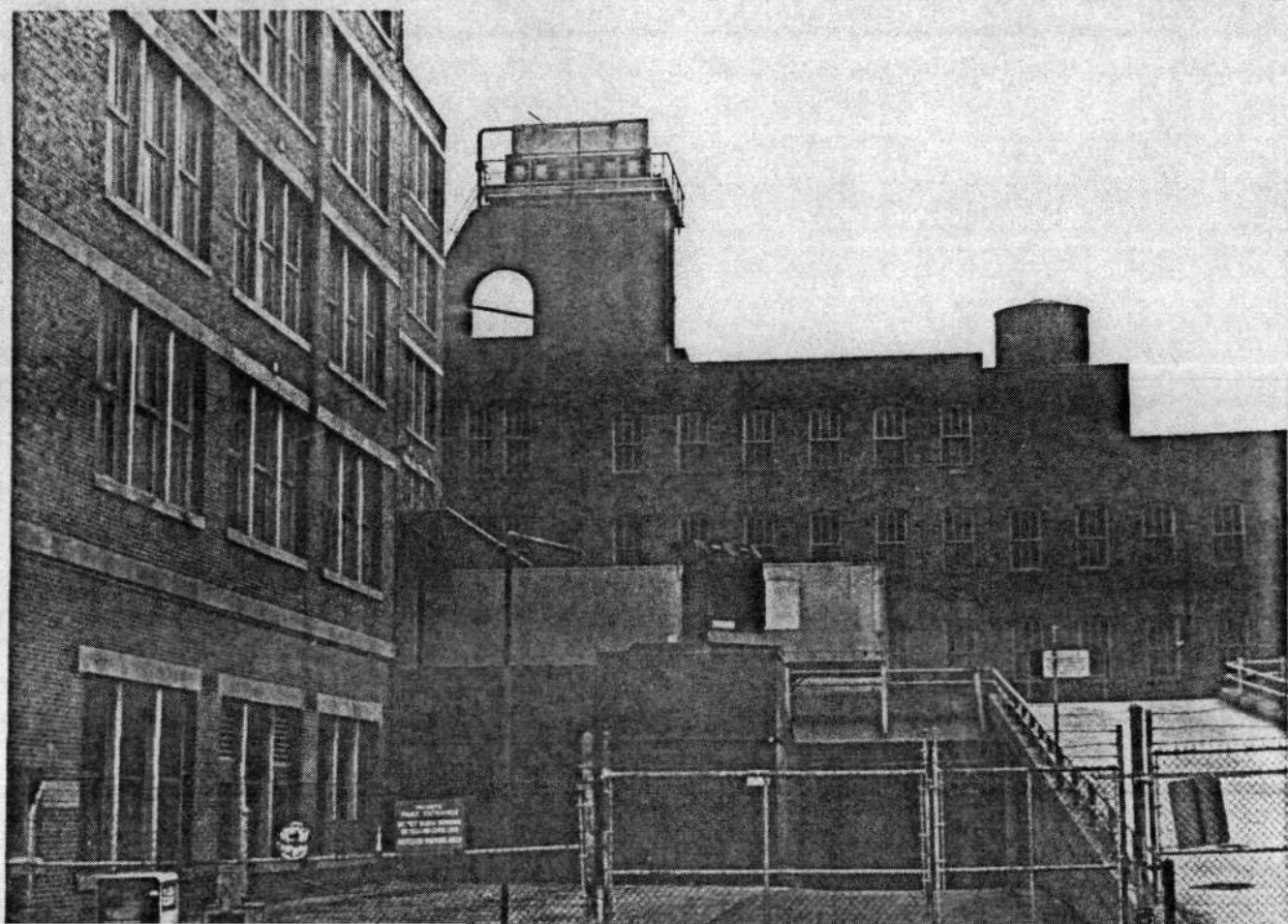


B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
south (Pratt St.) facade detail
7/18/16

B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
east facade looking north
showing loading dock
8/18/16

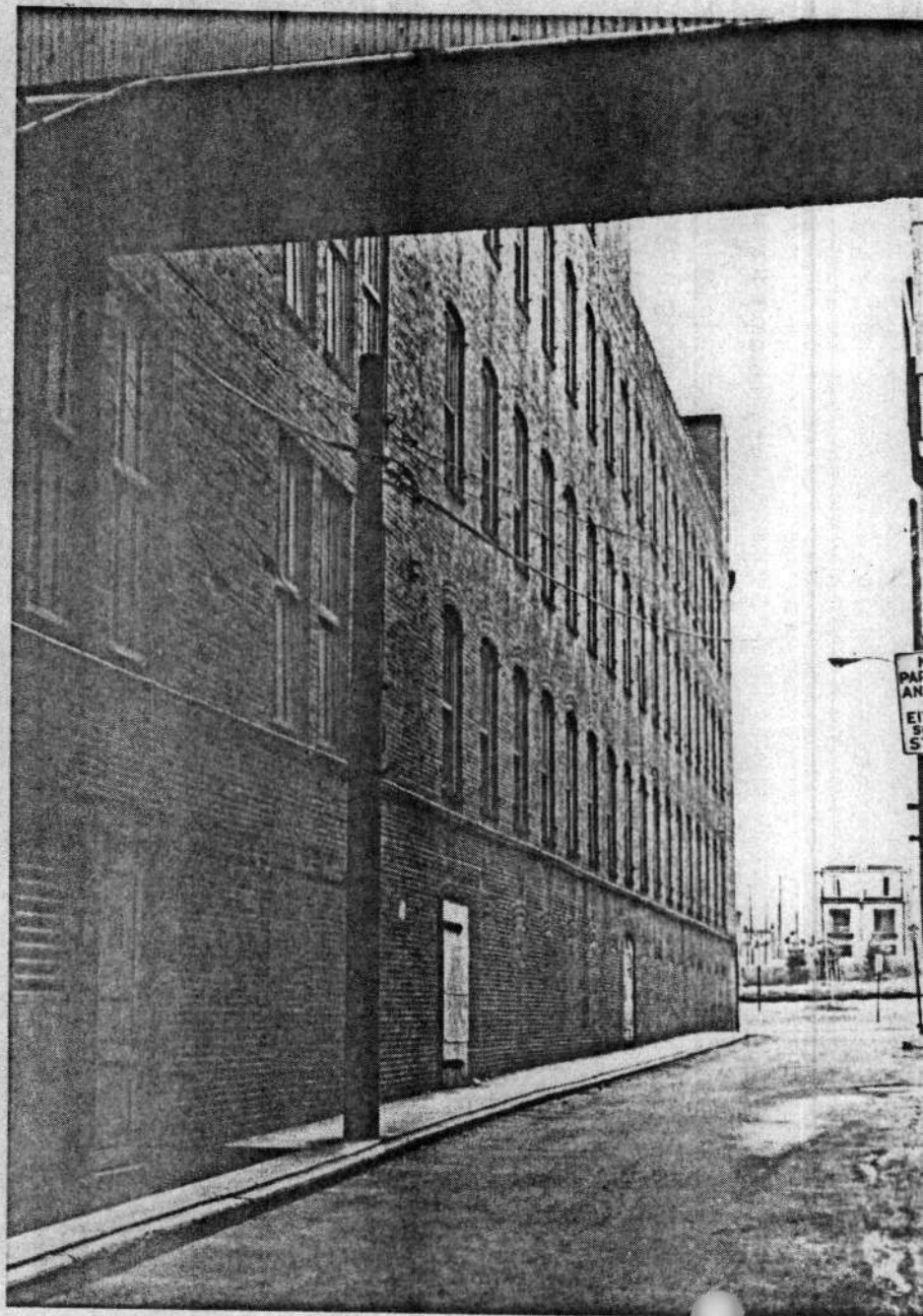
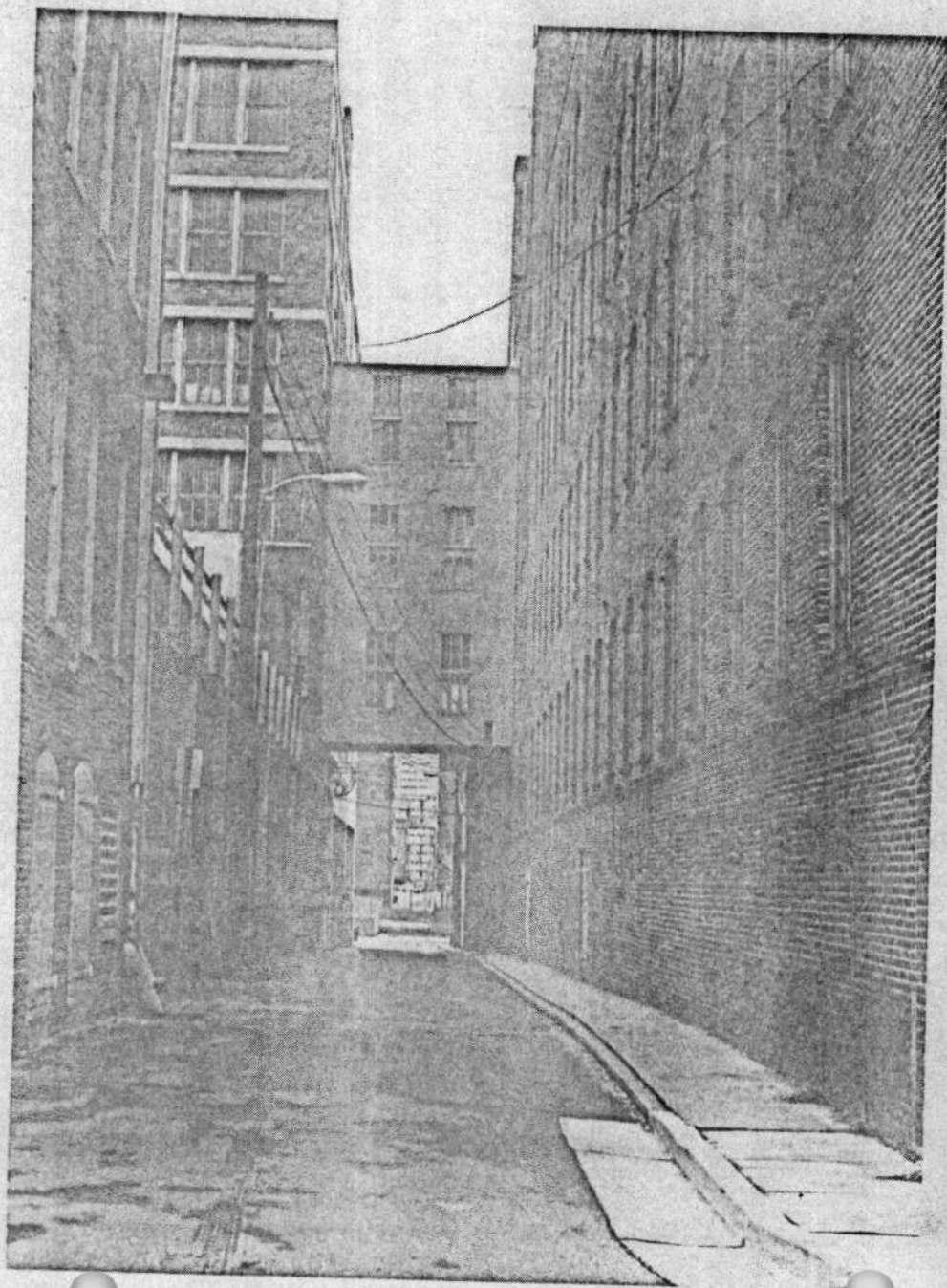


B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
view from north
Newark Shoe Bldg. at left
St. Pauls Cem. in foreground
9/18/16

B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
view from north (Lombard St.)
Newark Shoe Bldg. at left
10/18/16

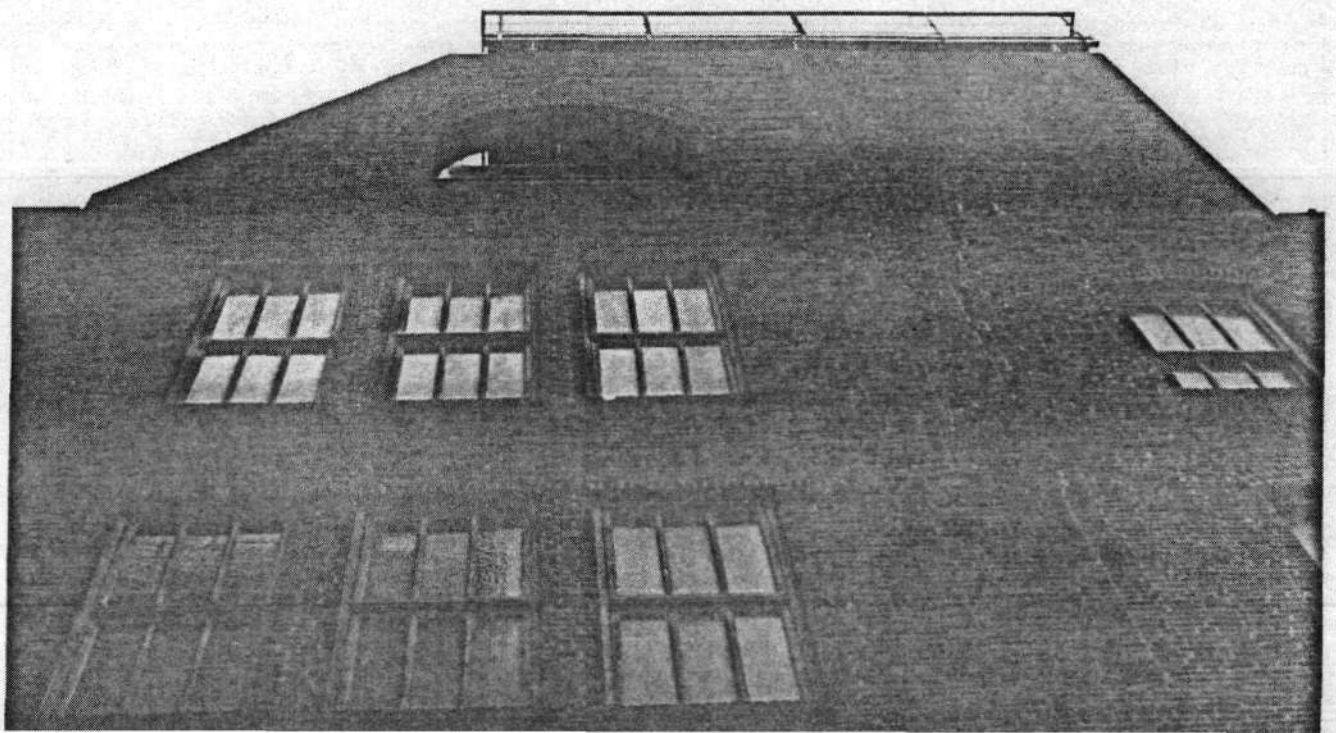
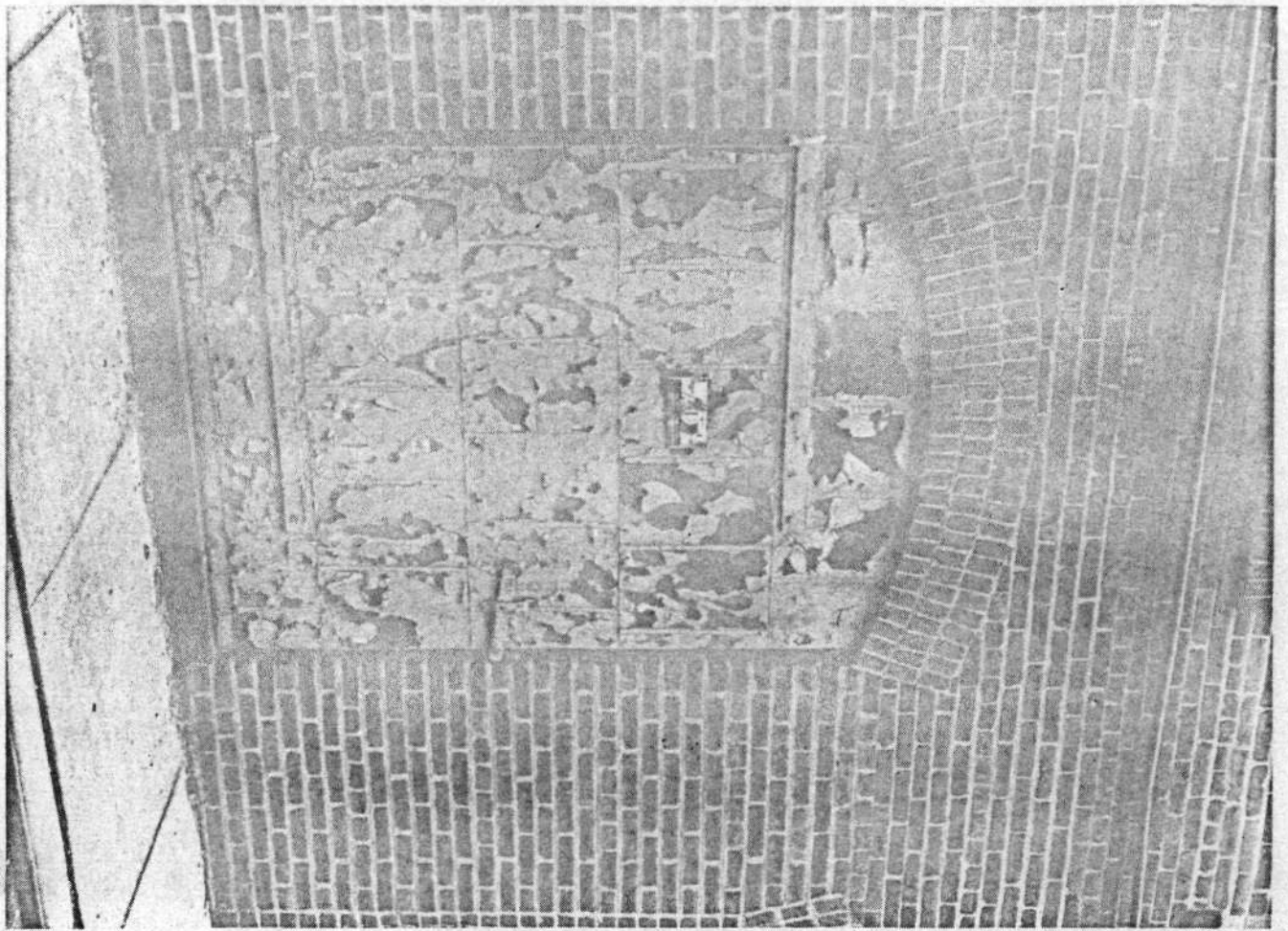


B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
view east on Lemmon St.
Gandy Belting at right
11/18/6

B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
view west on Lemmon St.
12/18/6

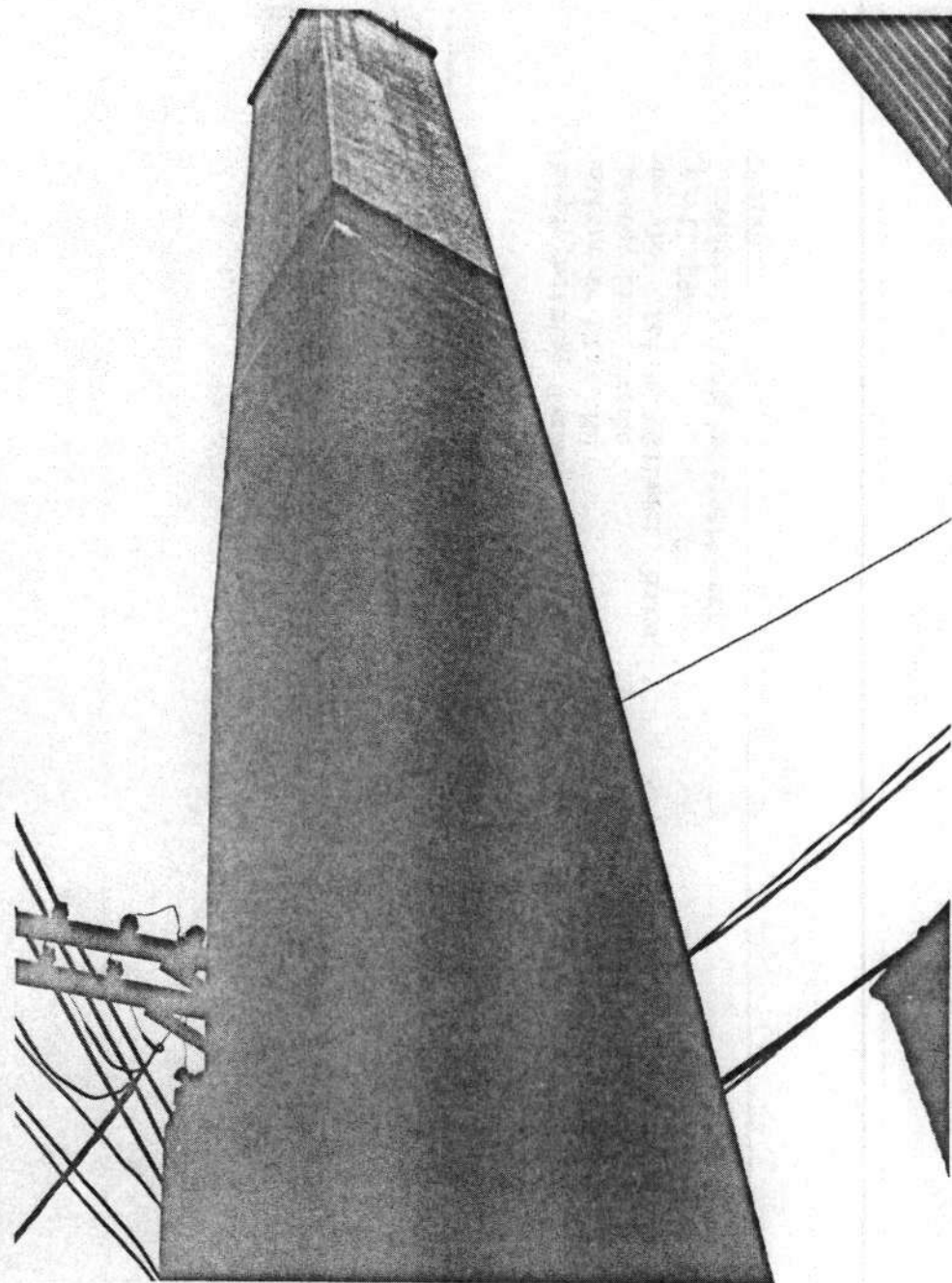
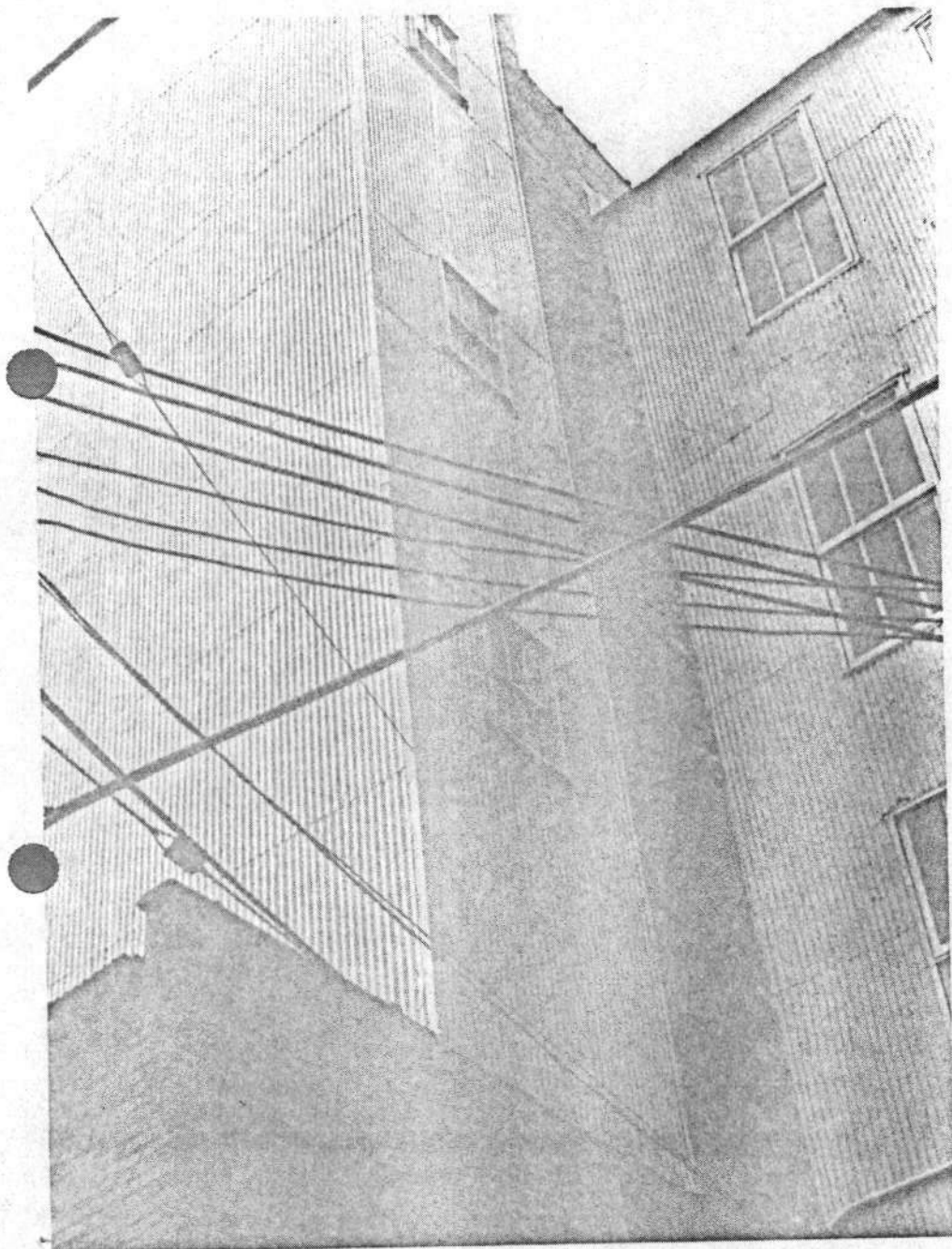


B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
north (Lemmon St.) facade dtl.
13/18 16

B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
north facade showing tower
14/18 16



B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
north-east facade detail
showing bridge & stair tower
15/18/6

B-4092

Gandy Belting Company Bldg.
Baltimore City, MD
photo: Marc Schabb
neg loc: 2645 N. Calvert, Balto.
April 1984
smokestack, looking south-east
16/18/6



ORIGINAL PHOTO: COLLECTION OF MR. JENKINS CROMWELL, BALTO. MD.
VIEW FROM INTERSECTION OF PRATT & PREMONT

GANDY BELTING CO. BALTO. MD.
(AFTER 1908) B-4092